





Today's  
Advertisements.THEATRE ROYAL  
CITY HALL.

LAST NIGHT!  
THE NEW  
WILLARD OPERA COMPANY.  
TO-NIGHT.  
(SATURDAY), 29th JUNE.  
"THE LADY SLAVE."  
PLAN at Messrs. KELLY & WALSH'S, Ld.  
Late Trains will run 15 minutes after each  
Performance.  
Hongkong, 29th June, 1895. [827]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI AND KOBE.  
THE Steamship

"CHINGTU."  
Captain Innes, will be despatched on MON-  
DAY, the 1st July, at Daylight.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 29th June, 1895. [857]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA, VIA AMOY.  
THE Steamship

"SUNGKIANG."  
Captain C. B. N. Dodd, will be despatched on  
TUESDAY, the 2nd July, at 4 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 29th June, 1895. [858]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Steamship

"HAITAN."  
Captain Goddard, will be despatched for the  
above Ports on WEDNESDAY, the 3rd July, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS, LAFFRAK & Co.,  
General Managers.  
Hongkong, 29th June, 1895. [859]

## "BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.  
THE Steamship

"REVALDER."  
Captain R. W. Thomson, will be despatched as  
above on WEDNESDAY, the 3rd July.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 29th June, 1895. [861]

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "REVALDER,"  
FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed  
that all Goods are being landed at their  
risk to the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd., at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 6th July, will be subject  
to rest.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or about the 8th  
July, or they will not be recognized.  
All broken cargo, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 6th July, at 7.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 29th June, 1895. [862]

## TO LET.

ROOMS AND SECOND FLOOR OF QUEEN'S  
ROAD CENTRAL, No. 9.

Apply to  
REUTER, BROCKELMANN & Co.,  
Hongkong, 29th June, 1895. [865]

## TO LET.

DWELLING HOUSES:—  
HOUSES IN RYON TERRACE,  
ONE FLOOR IN BLUE BUILDINGS.

OFFICES:—  
FIRST FLOOR No. 7, PRAYA  
CENTRAL, at present occupied by  
Messrs. HOLLIDAY, WICK & Co.

Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY CO., Ltd.  
Shanghai, 29th June, 1895. [87]

## BROWN, JONES &amp; CO.

DEALERS IN  
ITALIAN AND AMERICAN MARBLE AND  
HONGKONG GRANITE CEMETERY  
MEMORIALS.

LATTERS CUT AND FILLED WITH IMPERISHABLE  
LEAD CEMENT.

## Intimations.

DAKIN, CRICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

## AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are  
made under the constant supervision of a daily  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.

Special Treaties to HOTELS, CLUBS, MESSERS and  
other Large Consumers.

Any complaints should be addressed to the  
Manager.  
Hongkong, 3rd May, 1895. [157]

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF  
AERATED WATERS.

OUR AERATED WATER FACTORY  
is fitted with the best English Machinery,  
embodying the latest improvements in the  
trade.

The purest ingredients only are used, and the  
most care and cleanliness exercised in the  
manufacture throughout.

The water used is proved by repeated analyses  
to be absolutely pure.

For COAST PORTS, Waters are packed and  
placed on board ship at Hongkong prices, and  
the full amount allowed for Packages and  
Keweenaw when received in good order.

Counterfeit Order Books supplied on applica-  
tion.

Our Registered Telegraphic Address is  
"DISPENSARY, HONGKONG." And all  
signed messages addressed thus will receive  
prompt attention.

The following is a List of Waters always kept  
ready in Stock:—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERADE

No Credit given for Bottles that look dirty or  
greasy, or that appear to have been used  
for any other purpose than that of contain-  
ing Aerated Waters, as such Bottles are  
never used again by us.

A. S. WATSON & CO., L.D.  
THE HONGKONG DISPENSARY.  
Hongkong, 1st June 1895

## The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 29, 1895.

## NOTES AND COMMENTS.

The telegram we publish this evening  
announcing that the French Chamber has  
resolved by an immense majority to postpone  
the vote of credit for a proposed  
expedition to Central Africa, may be  
significant or it may not be. It may be a  
simple coincidence that, after all the "talk-  
talk" in the French newspapers and in the  
Chamber about the relative positions and  
rights of France and England in Central  
Africa, and after the almost threatening  
language used towards us in connection  
with our claim to control, on our own  
behalf, or as Trustees for the Egyptians,  
of the Nile valley, the return to power of a  
Conservative Government in England,  
and the postponement in France of a long  
promised expedition into the disputed  
territory should be simultaneous. It may  
be; on the other hand, that the two events  
are connected by the relationship of cause  
and effect. Of course the change of  
Government in England cannot have been  
the sole cause of the French change of  
front, but it is conceivable that it may  
have been one of the determining causes,  
and if so it has been wisely and prudently  
allowed to have its full force and effect.  
We hope to hear soon that steps are being  
taken for the evacuation of Chantaboon,  
and that the French propaganda in Egypt  
is a little less active and a little more  
reasonable. Europe thoroughly well  
understands that there are reasons  
wherein English public opinion and English  
interests have to be treated with a little  
more consideration than at other periods,  
and one of these periods is at hand. We  
confidently expect, too, an improvement  
for the better, and a very speedy  
improvement, in our position in China and  
the Far East generally. Hitherto we have  
been conspicuously "out of it" and  
Russia has had her own way in all things.  
Now, probably, there will be a definite  
British policy and definite British ter-  
ritories, with British ships and British "tars"  
to give them unmistakable consistency.

We are heartily glad to welcome back  
to his place among us our friend Mr.  
Hovatt, who arrived by the *Glenfruin*  
yesterday looking, we are glad to be  
able to say, well and fit. We can assure  
Mr. Hovatt that his accident on the  
raccource was a source of very sincere  
regret to every man woman and child in  
the Colony who had ever known him,  
that in his severe and prolonged sufferings  
he has had our sincere sympathy and  
earnest prayers for his recovery, and that  
we all sincerely hope that after a very  
brief residence here he will find himself  
as sound in mind and limb as  
when last he bore the popular "Blue and  
Silver" of the Princes House to victory  
on our raccource. We hope that  
Mr. Hovatt will at once resume his  
position as Clerk of the Course, although  
we have pleasure in stating that his  
*locum tenens*, Mr. HARR-BUCK, has filled the  
post both well and ably, and has deserved  
from the community far better treatment  
than in some respects he has received.

May we suggest for the considera-  
tion of His Excellency that it would  
be as well that the Water Authority  
should publish weekly throughout the  
year, and during the dry season in  
particular, or rather during the critical  
period at the end of the dry season, a  
return, showing the quantity of water in  
reserve, the daily supply "from streamlet  
and rill" and the daily consumption. The  
public like to know these things and have

the right to know them if they wish it, as  
the water and waterworks are their  
property and possession and no reasons of  
state policy can render any concealment or  
mystery necessary. It lays an undue ap-  
prehension, too, if the actual state of affairs  
from day to day is accurately reported.  
We hope from the general appearance of  
the weather to-day that all our anxieties  
about water for this season are over, but  
it may be that appearances are delusive  
and that we may have another spell of  
dry weather and a continuance of a  
limited supply of water. If so, we  
should like to call attention to the fact  
that to turn on the water generally  
throughout the Colony from say 6 to 10  
a.m. does not insure an adequate supply  
of water to all parts. There are frequent  
complaints that while the Queen's Road  
and the higher levels are getting a supply  
the intermediate levels have none and that  
before the water gets to them in any  
quantity it is turned off altogether. To  
illustrate from another part of the Colony:  
water is supplied to the whole of the Peak  
District by pumping. The water is thrown  
up into tanks close under the flag-staff and  
gravitates downwards through other tanks  
and pipes till it reaches the lowest stage  
at Magazine Gap. Turned on at 6 a.m.  
it does not succeed in getting so far as  
Magazine Gap till about 9 a.m. and is  
then turned off at 10 o'clock as per regula-  
tion. Those nearest to the flag staff get  
it at 6 a.m. but there are so many drawing  
from the pipes in the upper regions that  
no water can find its way to the lower end  
till all the others have supplied their  
wants. It may be that we have not hit  
upon the correct explanation of the fact,  
about which there is no doubt that since  
Sunday last water has not reached the  
most distant houses in Magazine Gap  
District until nearly the end of the period  
of distribution, but the explanation appears  
a plausible one and also fits in with  
the complaints of people on the  
levels lower down. If our suggested  
explanation is correct it seems to us  
that there is an easy remedy; that is  
to divide the Peak and the town into  
sections and give each section its supply  
at different hours. Each section will thus  
get a full supply during the whole period  
of the water is turned on, without inter-  
fering with the supply of another section, and then the  
next section would, of course, get a full  
supply in its turn.

SIN KAI, of No. 216, Praya West, contributed  
\$24 to the "Public Fund" at the Police Court  
to-day, for the privilege of placing a quantity of  
rattans on a certain footway on Praya West.

THE *Tamar*, now fitting out at Devonport to  
replace the *Victor Emanuel*, is to be repaired  
just sufficiently to enable her to undertake the  
voyage out. The work of preparing her to serve  
as a receiving-ship will be carried out here.

THE Chinese clerk, of Canton, who was bound  
over in the sum of \$1,000 to appear at the  
Magistrate to-day on a charge of counterfeiting  
coins to the extent of eight dollars, failed to put  
in an appearance and the bail was therefore  
created.

THE Nagasaki correspondent of the *China  
Gazette* wonders "that with such a number of  
foreign residents in Nagasaki there is not a  
single lawyer to be had in the port" and he goes  
on to say, "I am positive that a solicitor here  
would reap a good harvest."

THE following appointments have been made at  
the Admiralty:—James H. Dathen, to the  
*Plow*; J. N. D. E. Warren, to the *Alacrity*.  
Midshipman J. F. Mallow, to the *Centurion*, to  
date May 18th. Lieut. (Acting, R. N. R.) H. G.  
Alston, to the *Mercury*, to date May 30th.

THE action *Phya Kral Koon versus the Steam  
Free Press*, in which the plaintiff claims \$3,000  
as damages for alleged slander, is set down for  
hearing in the British Consular Court at Bangkok  
on the 25th proximo. The suit was entered in  
the Court before Mr. French in October, 1893.

TELEGRAPHIC information was received here this  
afternoon to the effect that the British Admiral  
has ordered the immediate withdrawal of all  
British warships and bluejackets and all  
foreigners from Taiwan and Asping. Possibly  
the Japanese will not be slow to afford the  
European residents of those places all the pro-  
tection they require, and the only wonder is  
that they did not do so at least two weeks ago.

THE Straits Development Company "boom,"  
created in London by the alleged great gold  
discoveries on the company's property at Pasoh  
has caused that company's shares to rise "from  
a rubbish value of a few shillings to £1." As  
the *Financial Times* says:—"Much, it is true,  
has yet to be ascertained, and there is room for  
a great deal of conjecture, but, judging from the  
definite (chairman's) statements made, the pros-  
pects are exceedingly hopeful."

It nations were as ready to fight now as they  
were a century ago a war between England and  
France might be confidently predicted, says the  
*Fraser Chronicle* of the 3rd June. War is now  
a more serious business, however, than it was  
before, and the Powers are more pacific. Inter-  
national complications are generally settled  
amicably, and England and France will probably  
adjust in this manner the dispute about territory  
that belongs to neither of them.

THE NEW CABINET.  
The completion of the New Cabinet is not  
expected until to-morrow.

THE GOVERNMENT POLICY.  
Lord Salisbury stated in the House of Lords  
that the policy of the Government was to dis-  
solve Parliament at the earliest possible date;  
he hoped it would be dissolved by the 8th July.

HARVARD WONT CONTEST.  
Harvard University has declined to accept the  
challenge of Oxford and Cambridge to an  
athletic meeting.

(Special to *Stam Observer*).  
FRANCE AND MADAGASCAR.  
LONDON, June 13th.

A British man-of-war has been ordered to  
Madagascar to protect the British subjects  
resident in the Island.

PARIS, June 16th.  
On June 6th the French troops forced the  
passage of the Benishouk river and stormed the  
town of Maevainana, about 100 miles from  
Antananarivo, at the foot of the hill country, on  
the stream flowing from the capital.

THE EGYPTIAN PIE.  
LONDON, June 16th.

A strong movement has been started in Paris  
for the formation of a committee to take up  
Egyptian affairs and obtain the support of the  
other Powers to a demand for the evacuation of  
that country by England. The Committee  
expected to obtain a settlement of the question of  
the neutrality of Egypt and the Nile basin. The  
French newspapers speak of the support of  
Russia as being a matter of course.

RUSSIA AND CHINA.  
LONDON, June 17th.

The aim which Russia had in view in offering  
to guarantee the Chinese loan was the securing  
of the means for future interference in the affairs  
of China.

(Special to *Bangkok Times*).  
GOOD "BIZ."  
LONDON, June 17th.

The troops of the Congo Free State have  
routed, with great slaughter, a large Mahdist  
army.

THE TYPHOON.  
Señor José de Navarro, Spanish Consul at this  
port, has courteously favoured us with a copy of  
the following telegram:—

"There is a depression in the China Sea to the  
N.W. of Manila, probably between the 17th and  
19th parallels."

The Observatory officials report that the  
depression seemed at 10.45 a.m. to be increasing  
in intensity, but apparently occupied much the  
same position as yesterday, namely, W.N.W. of  
Borneo.

A black cow, indicating the existence of a  
typhoon to the South and within 300 miles of  
the Colony, was hoisted on the *Victor Emanuel*  
and other signal stations at 10.45 this morning.  
The barometer had fallen to 29.64 at 4 p.m.  
to-day.

LOCAL AND GENERAL.

THE newly established Central Hotel at Nagasaki  
has been leased to Mr. Conan, late of the Grand  
Hotel, Yokohama.

Mr. T. F. Hovatt, the popular Clerk of the  
Course, returned to the Colony from England  
by the *Glenfruin* to-day.

According to a London cablegram published  
in the *Sydney Herald* of the 5th instant the  
Corbett-Victoriano fight is fixed for 31st  
October. The battle will be in Texas.

THE Mission steam-launch *Day Spring* will  
call alongside vessels hoisting code pennant C,  
between 9 and 10.30 a.m., on Sunday, to convey  
men ashore to the 11 o'clock service, returning  
about 12.30 p.m.

JAPAN, in anticipation of a serious struggle with  
Russia, is according to our American exchanges,  
purchasing war-vessels wherever they can be  
obtained, as the ships ordered recently in  
England and Germany could not be finished  
until next year, and would probably be held  
back by neutral Powers. The ships captured  
from China nevertheless form such an important  
addition to the Japanese fleet that she is able to  
meet Russia on nearly equal terms.

PERHAPS the most remarkable speech made by  
Blamack during the late festivities was that in  
answer to an address from the German professors  
and students. He admitted that, during his  
college days, the history of Harmedale and  
Aristotle (the first Republican martyrs of  
Athens) impressed him very much, but as he  
grew older he learned that theory and practice  
differ in such things. He began to understand  
that the country could only be prosperous and  
powerful under one head and with a strong  
army. He praised the German youths of to-day  
for their common sense in politics.

FOREIGNERS travelling in Japan will be interested  
to learn that, on application being made to the  
Osaka Fochu, they can now obtain permission  
to inspect the famous Osaka Castle, which has  
been closed to foreign visitors since the outbreak  
of the China-Japan war. Foreign travellers  
visiting Osaka have repeatedly expressed great  
disappointment at being refused admission, but  
of course no exceptions could be made. Visitors  
will now be enabled to observe, in addition to  
other objects of interest in the Castle, the  
progress of the reservoir which is being erected  
close to the ruined tower. In the centre of the  
hill upon which the Castle is built, and which  
is intended to supply water to Osaka's popula-  
tion of nearly half a million.

THE Chinamen of Australia, when they take a  
notion to marry, are stated by a Sydney paper to  
be in the habit of writing to a matrimonial  
agent in Hongkong in the following strain:—"I  
want a wife. She must be a maiden under 20  
years of age, and must not have left her father's  
house. She must also have never read a book,  
and her eyes-lashes must be half-an-inch long.  
Her breast must be like unto the scent of the  
magnificent odorous groves of Java, and her  
hips must be from the silk weaver of Kiao-  
Ching, which are on the banks of the greatest  
river in the world—the great Yangtze Kiang."  
The price of a Chinese woman delivered in  
Sydney is £38, but two Chinese women only  
cost on the average £5; therefore the Chinese  
import women in couples. The importer,  
according to a Sydney paper, never selects  
the women before they arrive, and then he  
generally selects the better looking one. The  
other is shown round to a number of well-to-do  
Chinese, and after they have inspected her she  
is submitted to what may be called public  
auction. But there is, of course, no actual sale  
carried on either in Hongkong or in Melbourne  
much less in the fair city of Sydney. The laws  
of the land forbid it and so it cannot possibly  
exist.

HERE is a very characteristic para from a  
Frisco journal *de re* the recent piratical attack  
on a Dutch vessel by Riff pirates. "It seems  
highly credible that at the very close of the  
nineteenth century actual piracy should prevail  
in the Mediterranean, which is not alone a  
closed sea, saving a narrow entrance; but is  
patrolled and safeguarded by all the great  
maritime powers of Europe. And yet the  
logic of facts is not to be controverted.  
The Riff pirates have recently captured and  
looted a Dutch vessel killing those  
on board who tried to resist them and carrying  
off everything of value. Once before in the  
history of Europe a thing of this kind has  
occurred, and it required the services of what  
was then a young and feeble nation, the United  
States of America, to teach Europe the way to  
deal with these African marauders. Our Navy,  
small as it was, accomplished more for the  
suppression of piracy in the Mediterranean  
than the combined fleets of Europe, for we were  
in earnest. When Europe's from its self-con-  
structed pinnacle of intellectual superiority, looks  
down upon America and sneeringly asks us  
why we do not regulate our affairs better, it is  
certainly fair to retort by asking England, Spain,  
Italy, France, Germany, Russia and Turkey  
whether they cannot call to order a handful of  
Riffian pirates and sea-robbers, whose depreda-  
tions are committed on a sea which is hardly  
more than an inland lake, and which is supposed  
to be controlled absolutely by the navies of  
the Great Powers. If these Riffian scoundrels  
venture to lay hands upon an American ship  
in the Mediterranean we will show them, and  
show Europe at the same time, that our  
Navy is not merely for show. We will demand  
and compel such a reparation that piracy in the  
Mediterranean will again become as extinct as  
it has been for nearly a century, and demonstrate  
to Europe that our ships, officered and manned  
by Americans, will protect the property of  
Americans and the honor of the flag under any  
and all circumstances, and if Holland, which has  
no navy, wants any assistance in the present  
conjuncture, it is not certain that we would not  
go to her aid."

A SUPPLEMENT to the Report of the Royal  
Commission on Opium has been issued, contain-  
ing a note by the Hon. the Maharaja Bahadur  
of Durban, K.C.I.E., whose ill-health  
prevented his attending all the sittings of the  
Commission and sending in an earlier report.  
He gives general support to the Report of the  
Commission. He says it would, in his opinion,  
be a highly impolitic act on the part of the  
Government of India to put an end of its own  
accord to the traffic in opium with China, and  
that any suppression of the opium trade in India  
with China must entail the sacrifice of a large  
source of revenue without any corresponding  
benefit to humanity at large or compensation to  
the Indian taxpayer.

In a leading article the *St. Petersburg News*  
*Pravda* insists that Russia's Siberian railway  
must be made to take part in the commercial  
opening up of China promised by the Japanese  
conditions of peace. All this is necessary also  
in order to compel China to fulfil the treaty of  
Algeas by which the Sungari river, which joins  
the Amoor, and the Manchurian territory  
through which it flows, were to be open to Russian  
trade. Hitherto China has prevented Russians  
from enjoying this treaty right by forbidding the  
native population to have any dealings with  
them. Moreover, as long as China keeps the  
left bank of the Amoor the Siberian railway,  
which runs close to it, cannot be regarded as  
safe, as is proved by the attacks not long ago  
on its workmen and officials by Chinese  
marauders.

PROFESSOR LAUGHLIN, who recently publicly  
discussed the silver question with Mr. Harvey  
in Washington, like all advocates of the single  
standard exhibited extreme inconsistency.  
He argued that the fall of prices was in no sense  
attributable to the demonetization of silver, but  
was the result of improved transportation and  
methods of production. Translated into plain  
English this means that the act of depriving the  
people of the right to use silver as a legal tender  
money had no effect on prices. After having  
taken this ground, the Professor went on to point  
out the disastrous results which would follow the  
redenomination of silver, which he claimed would  
depreciate prices. The question naturally arises:  
—Why should redenomination raise prices if  
demonetization did not affect them? Professor  
Laughlin must surely have some opinion of the  
intelligence of the American people if he thinks  
they will believe him when he says that  
diminishing the volume of money does not  
decrease prices, but that increasing the volume  
of money increases prices.

## THE WILLARD OPERA COMPANY.

Last night the Willard Opera Company gave  
a very successful performance of "The Gaiety  
Girl" before a large and highly appreciative  
audience. It was, if anything, better staged  
and better played than on the opening night  
and the consequence was that the audience was  
constantly convulsed with laughter and sent  
home in thoroughly good humour. Where all  
the artists did so well it is no easy task to  
particularise, but special mention should be  
made of the love scene between Miss Howarth  
and Mr. Schubert, both of whom were in excellent  
voice, acted cleverly and were deservedly encored.  
No useful purpose would be served by a  
detailed criticism for in a recent issue the merits  
and of those who took the leading as well the  
minor parts in this amusing burlesque were dis-  
cussed at length, suffice it to say, therefore, that  
the Far Eastern audience which finds much  
fault with the Willard version of "The Gaiety  
Girl" must indeed be hard to please.

To-night the versatile Company will appear  
in "The Lady Slave," the plot of which may  
be set forth briefly as follows:—The first act  
shows Major O'Neill, the owner of the Manor  
House, besieged by a number of creditors. There is the usual assembly of the  
butcher, baker, and landlord chorus, who are  
demanding from the gallant Major payment of  
their bills. O'Neill is blessed with three  
daughters, the youngest of whom, Phyllis  
O'Neill, is the daughter of a nobleman, and  
her parent, owing to pecuniary difficulties,  
being unable to retain the services of a domestic.  
At the time when he is assailed by unruly  
creditors, Major O'Neill is hourly expecting  
a visit from a millionaire, a Mr. Vincent Evelyn,  
on whom he is counting to make his son-in-  
law by a marriage with any one of his daughters.  
He explains the position of affairs to them,  
and commands them to be as engaging as  
possible to this man of money. A promise is  
readily given, and all separate; the creditors  
are assured that they will come some time  
or other to be paid, and the daughters go  
about their various duties to prepare for the  
arrival of the millionaire. Robert and Captain  
Pitts Norris, the latter's officers, thereupon make  
their appearance. The first is a coarse and  
vulgar individual clad in the shabbiest of  
garments, whilst the latter is a gentleman of  
redoubtable circumstances, who feels acutely the  
position he has been compelled to accept.  
Information of the arrival of this brilliant couple  
is given to Major O'Neill, and the warrant  
"authorizing them to take possession" is  
daily received of him. The position of the  
millionaire now becomes embarrassing.  
If the millionaire should know that the  
officers of the law are in possession, his  
hopes of making a "grand coup" by this  
contemplated marriage would be  
irrevocably ruined. A brilliant idea seems to  
strike Phyllis. Why not dress up the officers in  
servants' livery, and introduce his numerous  
creditors as resident guests? No sooner  
said than done. By a vast amount of  
persuasion, Robert and Captain Pitts Norris  
do the attire of the folk below stairs. The  
creditors are welcomed to make a stay,  
provided that not a word is breathed to point  
out the painful position in which the gallant  
Major is placed. Mr. Vincent Evelyn then  
makes his appearance, and almost at once falls  
in love with Phyllis. He proposes, and is refused.  
He afterwards makes the acquaintance of Robert  
the sheriff's officer, who explains every-  
thing. Mr. Vincent Evelyn agrees to change  
places with the latter, who, for the time being,  
appears in the character of a millionaire.  
Assuming to be poor and the secretary of  
Robert, Evelyn again proposes, and is at  
length accepted by Phyllis. By this marriage  
the Major is enabled to pay his little out-  
standings and all live happily ever after.

Mr. Clifford Willard takes his Company to  
Shanghai by the *Rossita* to-morrow, and will  
carry away with him the best wishes of a host  
of friends who have formed of him and his  
accomplished artists opinions which will stand  
them in good stead should they call in here on  
their way back to "Media's coral strand."

SHIPBUILDING IN THE  
FAR EAST.

A large number of members of that deservingly  
popular and most useful society, the Institute of  
Engineers and Shipbuilders, assembled in their  
neatly furnished apartments, Praya Central,  
last night to discuss Mr. W. C. Jack's paper,  
read last week, on "Shipbuilding and Engineer-  
ing in the Far East." Mr. Cooke, Chief Manager  
of the Dock Company, presided. The Honorary  
Secretary, Mr. A. Johnston, read the following  
letter from Mr. W. S. Bailey, chief engineer  
of the *Huanghai*, who was unavoidably  
absent:—"Taking a broad view of the future  
of shipbuilding in China, it seems very  
probable that she will soon become a success-  
ful competitor with the European nations in  
the production of ships and machinery of every  
kind, and as proof of this matter is engaging  
attention at home we have the utterances of  
Sir Thomas Sutherland, who, at a recent meeting  
of the P. & O. Co., mentioned the probability  
of future vessels of the Co. being built, not in  
Europe at all, but upon the banks  
of the Yangtze. In Mr. Jack's estimate, the  
cost of iron and







## Consignees.

"GLEN" LINE OF STEAM PACKETS.  
FROM ANTWERP, LONDON & STRAITS.

THE "GLENFRUIN"  
having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

Cargo remaining undelivered after the 5th July, will be subject to rent.

No Fire Insurance has been effected.  
Consignees are requested to present all Claims for damages and/or shortages not later than the 15th July, otherwise they will not be recognized.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 28th June, 1895. 1856

PACIFIC MAIL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship  
"CHINA".  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 28th June, 1895. 1852

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.

THE Company's Steamship

## "NINGCHOW."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 2nd July, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 1st July.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd July, will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, 26th June, 1895. 1840

"MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S. S. "ARGYLE."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st proximo, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st proximo, at 4 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL, CARILL & Co.,  
Agents.

Hongkong, 24th June, 1895. 1800

"MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S. S. "PATHAN."

FROM NEW YORK AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st proximo, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st proximo, at 4 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL, CARILL & Co.,  
Agents.

Hongkong, 24th June, 1895. 1807

"SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S. S. "RADNORSHIRE."

FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st proximo, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st proximo, at 4 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
DODWELL, CARILL & Co.,  
Agents.

Hongkong, 24th June, 1895. 1801

## Intimations.

## NOURISHING &amp; REFRESHING

## BOVRIL WINE.

SOLE CONSIGNEES WATKINS & CO.

## Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship  
"WINGSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on MONDAY, the 1st July, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 28th June, 1895. 1852

## Hotels.

WINDSOR HOTEL,  
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CON-NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,  
Proprietor & Manager.

Hongkong, 1st April, 1895. 1420

THE STAG HOTEL,  
(ESTABLISHED 1887).

148 & 150 QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION.

MODERATE PRICES.

H. C. SHERMAN,  
Manager.

Hongkong, 27th June, 1895. 1844

THOMAS' GRILL ROOMS,  
No. 2, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1st FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS, with all conveniences attached. I am also now prepared to serve

DINNERS, TIFINS AND SUPPERS to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.

Hongkong, 30th April, 1895. 1581

BAY VIEW HOTEL.

THE "RAMSGATE" OF HONGKONG,  
(On Shaw-Mwan Road.)

THE POPULAR SUMMER RESORT, and TERMINUS of the only pleasant DRIVE to be had on the Island. "BAY VIEW" occupies the best situation on the Shaw-Mwan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the jetty adjoining the spacious lawn.

To the other attractions of this popular resort BATHING PAVILIONS

have been added, and a LAUNCH runs from the NEW PEDDER'S WHARF to BAY VIEW every half-hour after 5 P.M. daily.

Private Dinners or Tifins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 13th August, 1894. 1723

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,  
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day.....\$ 4.00

One person, per month.....\$ 75 to 90.00

Married couple (occupying one room) per day.....7.00

Married couple (occupying one room) per month.....150.00

Married couple (occupying two rooms) per month.....170.00

For further particulars, apply to  
THE MANAGER,  
New Victoria Hotel.

Hongkong, 16th March, 1895. 126

FUJIYA HOTEL,  
MIYANOSHITA,  
HAKONE.

Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.

NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,  
Proprietor.

## For Sale.

## FOR SALE.

A COMPOUND SURFACE CONDENSING ENGINE AND BOILER, CYLINDERS—12" and 22" with 14" stroke. BOILER—7' 11" diameter, 8' 8" long. WORKING PRESSURE—90 lbs per square inch. The above have been in use 14 Years, are in Good Working Order, and can be inspected at the works of

Messrs. GEO. FENWICK & Co., LD.,  
Wan-hai.

Hongkong, 26th June, 1895. 1822

SPANISH WINES.

THE Undersigned having been appointed SOLE AGENTS IN HONGKONG AND CHINA for the

COMPANIA VINOYOLA DEL NORTE DE ESPANA, Bilbao, ARVILLA Y CA, Cádiz, and

SANCHEZ MEDINA, Jerez de la Frontera.

The Actual Producers of the Purest and Finest Wines in the World, are now in position to Supply the Residents of HONGKONG and COAST PORTS, with the Genuine Article received direct from SPAIN, and hitherto unobtainable in these parts.

The following WINES are now in Stock:—

RIJOIA CLARETE.

A pure sound Claret of Excellent Aroma; infinitely superior to Bordeaux Wines, in taste (6 doz. quarts, about), at \$27.50, or bottled at \$5 per doz. quarts.

JEREZ ORO.

A Light Dry Sherry of Fine Flavour, at \$7 per doz.

JEREZ "COLOIN."

An Excellent Dinner Sherry, absolutely pure at \$15 per doz.

JEREZ TATARABUELO.

A Delicious Wine, 30 years in the wood, highly appreciated by Connoisseurs, at \$30 per doz.

JEREZ 'NECTAR.'

A very Old Wine, 1784, full bodied, a splendid tonic, at \$40 per doz.

AMONTILLADO VIEJO.

Specially prepared for Invalids and delicate constitutions, at \$20 per doz.

MOSCATEL PURO.

A most delicious beverage of guaranteed purity and perfect flavour, at \$15 per doz.

VINO TINTO.

Ordinary Red Spanish Wine; received direct from the growers. A sound, healthy wine for everyday use.

In quarter casks (12 doz. bottles) at \$30 per cask.

Lovers of Genuine Unadulterated Wines have now an opportunity to satisfy their tastes; obtaining their supplies direct from producers and thereby avoid intermediate profits.

The Origin and Absolute Purity of the above Wines are guaranteed.

Sample Bottles will be supplied to consumers.

VILLA LOPEZ & Co.,  
Agents.

Hongkong, 3rd May, 1895. 1594

THE FREDERICKSBURG BREWERY Co.'s

LIGHT PALE ALE,

Unsurpassed in quality and highly recommended by persons of Refined taste.

takes a delicious and comforting drink during Summer Months.

H. E. BOTTLEWALLA,  
SOLE AGENT,  
No. 21, D'Agallier Street.

Hongkong, 5th March, 1895. 1197

CALDBECK, MACGREGOR & Co.,

WINE and SPIRIT MERCHANTS,

HONGKONG, SHANGHAI, LONDON AND GLASGOW.

13, Queen's Road, Hongkong, 24th August, 1894. 182

FOR SALE.

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

PRICES VERY MODERATE.

ORDERS respectfully solicited by the Under signed.

DAIJI BUNSAI KAISHA,  
8, Queen's Road Central.

Hongkong, 3rd January, 1894. 182

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1895. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS: FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 3rd July.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 24th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 14th August.

THE magnificent Steamships of this Line pass through the famous INLAND-SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to (Military, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 12th June, 1895. D. E. BROWN, General Agent, Paddis Street. 13

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 9th July, at Noon.

Pera (via Nagasaki, Kobe, Inland Sea, and Yokohama)..... Tuesday, 20th July, at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 17th Aug., at Noon.

THE U. S. Mail Steamship

"CHINA"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on TUESDAY, the 9th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Viald Envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th June, 1895. 181

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR HARTMAN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMAN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 28th July, 1895.